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Pidcock et al. discloses a stepped combustor wall. Its barrier member 144 and effusion holes 140 of FIG. 10 were asserted as the claim 5 rail and holes. Page 5, lines 3-5. It is not clear how FIG. 10 (as opposed to FIG. 9) relates to FIG. 7

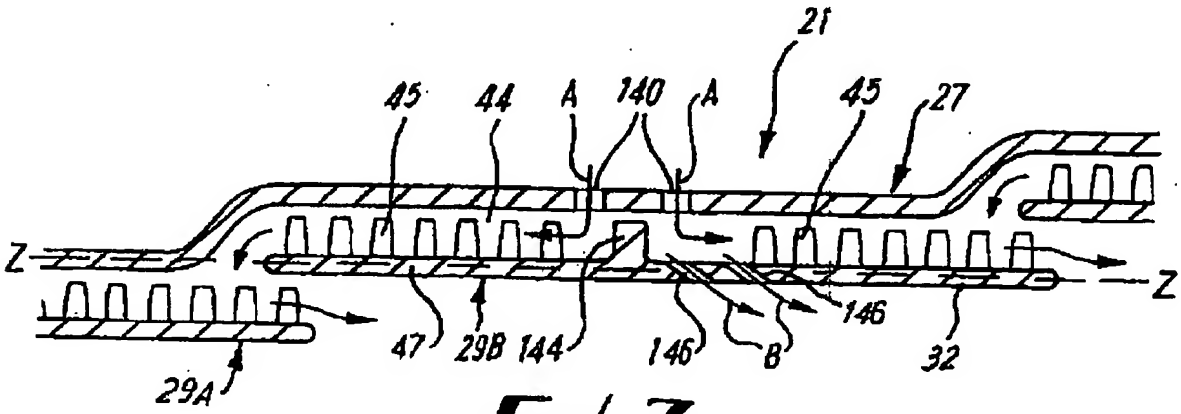

FIG. 7

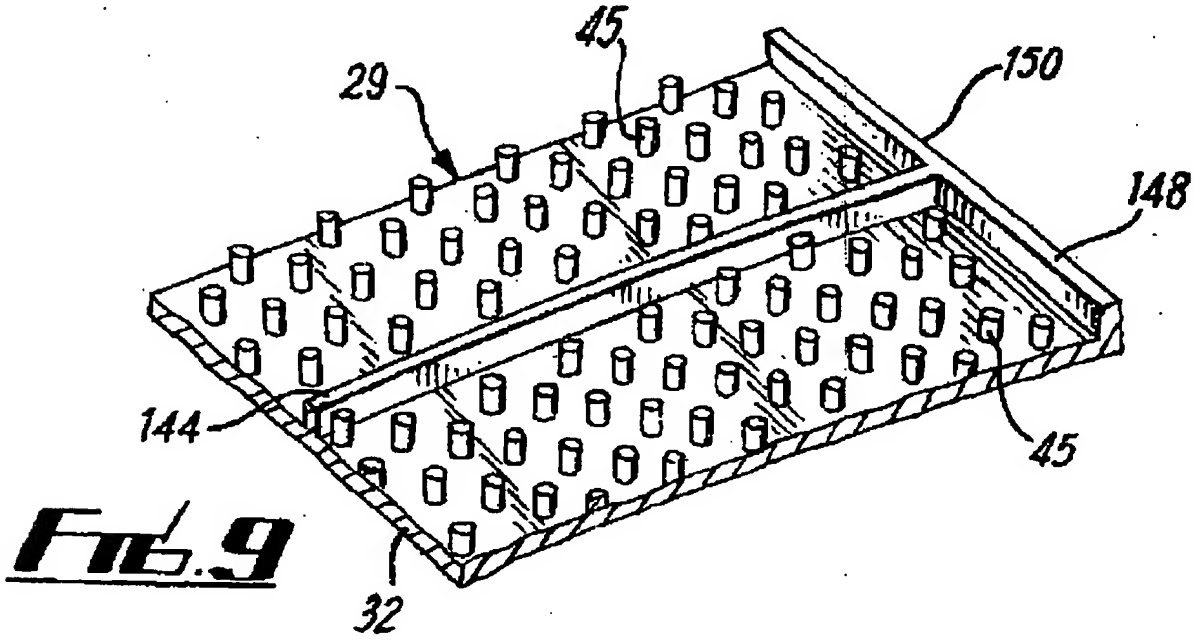

FIG. 9

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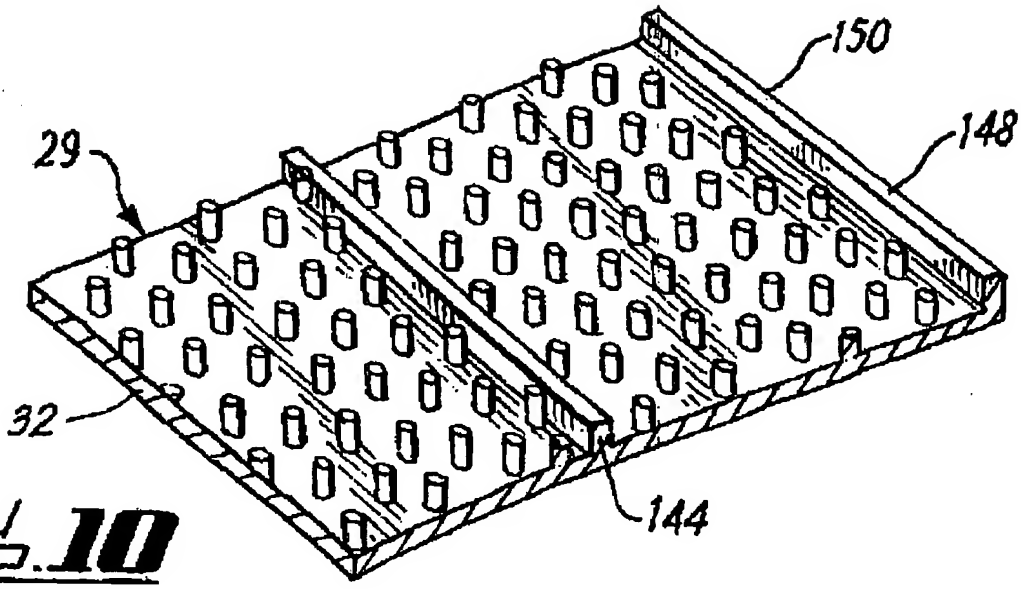

FIG. 10

Halila discloses another particular combustor construction. The Office action pointed to FIG. 16 elements 100a which appear to be internal rails. Page 5, lines 3-5.

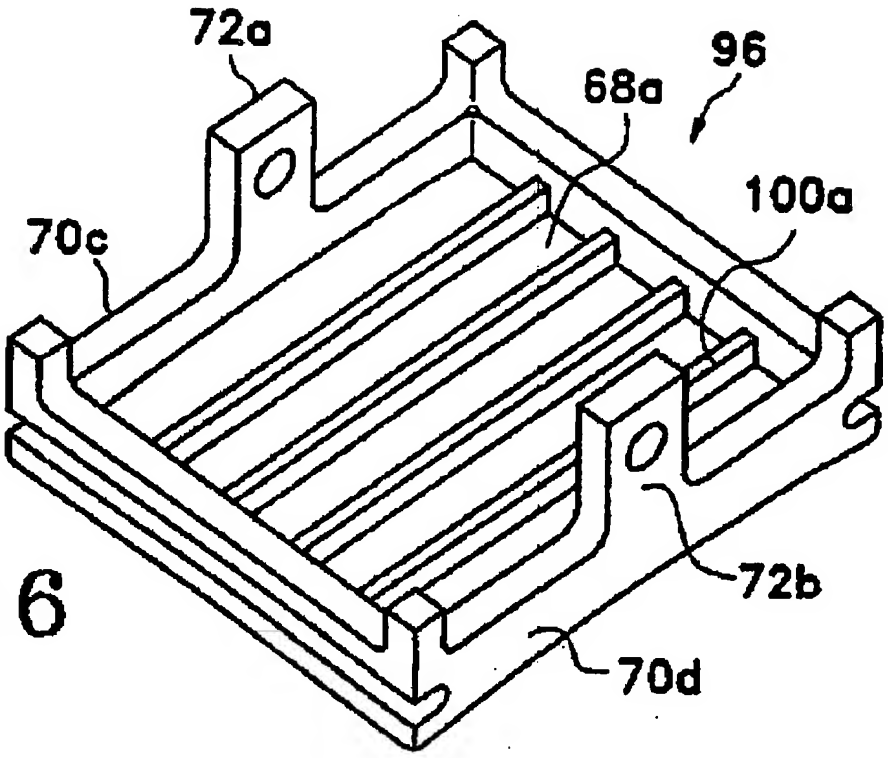

Fig. 16

It is not clear the exact nature of the proposed combination. However, it is clearly conclusory.

There is no support for the assertion that the pedestals 45 and rails of Pidcock et al. are equivalent. Clearly, they are different. The pedestals may serve heat transfer purposes while the rails may serve structural purposes. Thus, Pidcock et al. and the alleged Halila modification are not instructive beyond the stepped wall configuration of Pidcock et al. For example, they do not suggest use in a leading panel associated with the present bulkhead.

As noted above, elements 100a are internal rails within a perimeter rail. What basis is there for so selective and adoption?

This emphasizes that the exact nature of the combination has not sufficiently been articulated by the Office. It appears the Office intends to replace the posts 45 of Pidcock et al. with elements 100a of Halila while preserving element 44. Is this correct? What are the relevant

dimensions? Wouldn't the hole 140 of Pidcock et al. then be behind the elements 100a? In this vein, as is clearly shown in FIGS. 7&8 of Pidcock et al., there is no reason to believe optimization would yield the claimed dimensions. FIGS. 7&8 clearly show a large distance effective to have many rows of intervening pedestals.